

AD-A125 372

RECOMMENDED PAINT SYSTEM FOR USE ON SHIP MODELS(U)  
DAVID W TAYLOR NAVAL SHIP RESEARCH AND DEVELOPMENT  
CENTER BET. D S JENKINS ET AL. MAR 83

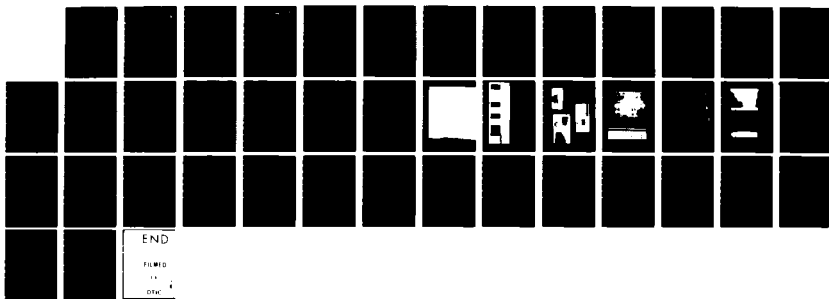
1/1

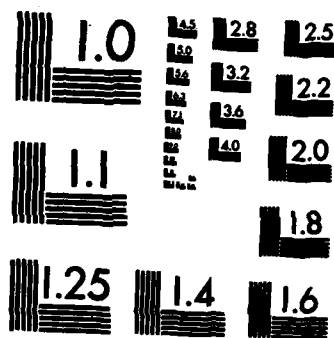
UNCLASSIFIED

DTNSRDC/SPD-1033-01

F/G 11/3

NL





MICROCOPY RESOLUTION TEST CHART  
NATIONAL BUREAU OF STANDARDS-1963-A

(12)

AD A1 253 72

DTIC FILE COPY

RECOMMENDED PAINT SYSTEM FOR USE ON SHIP MODELS - by Douglas S. Jenkins and Chao-Ho Sung, DTNSRDC/SPD-1033-01

# DAVID W. TAYLOR NAVAL SHIP RESEARCH AND DEVELOPMENT CENTER

Bethesda, Maryland 20084



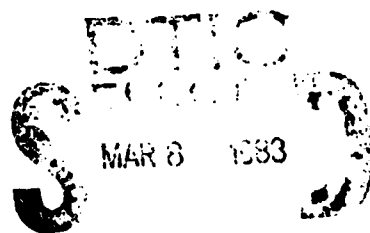
## RECOMMENDED PAINT SYSTEM FOR USE ON SHIP MODELS

by  
Douglas S. Jenkins  
and  
Chao-Ho Sung

APPROVED FOR PUBLIC RELEASE: DISTRIBUTION UNLIMITED

SHIP PERFORMANCE DEPARTMENT REPORT

MARCH 1983



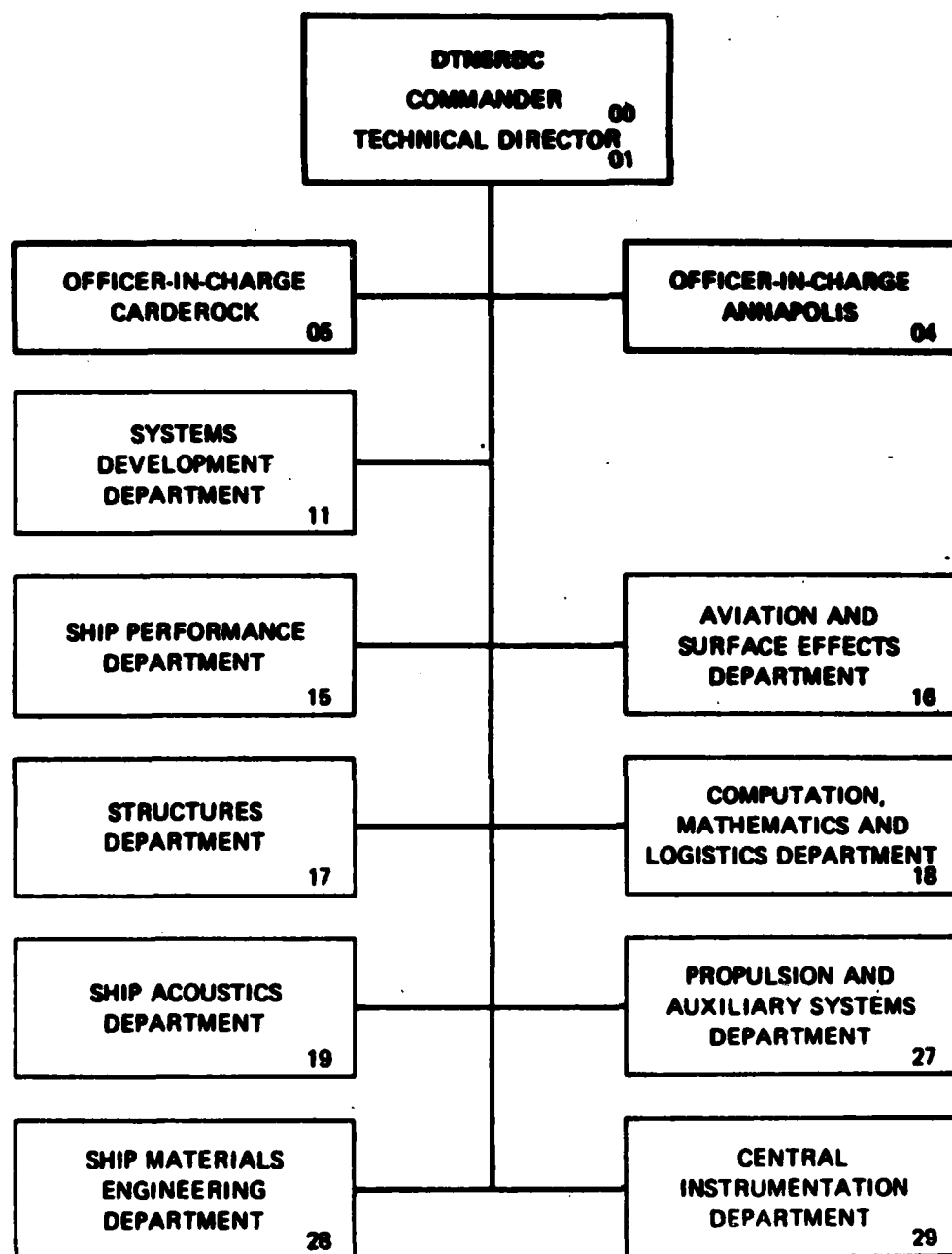
A

DTNSRDC/SPD-1033-01

All DTIC reproductions will be in black and white

88 08 07 076

## MAJOR DTNSRDC ORGANIZATIONAL COMPONENTS



UNCLASSIFIED

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM	
1. REPORT NUMBER DTNSRDC/SPD-1033-01	2. GOVT ACCESSION NO. <b>A125 372</b>	3. RECIPIENT'S CATALOG NUMBER	
4. TITLE (and Subtitle) Recommended Paint System For Use On Ship Models		5. TYPE OF REPORT & PERIOD COVERED Final	
		6. PERFORMING ORG. REPORT NUMBER	
7. AUTHOR(s) Douglas S. Jenkins and Chao-Ho Sung		8. CONTRACT OR GRANT NUMBER(s)	
9. PERFORMING ORGANIZATION NAME AND ADDRESS David W. Taylor Naval Ship Research and Development Center Bethesda, Md 20084		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS Program Element 62543N Task Area 421-252 Work Unit 1506-202-30	
11. CONTROLLING OFFICE NAME AND ADDRESS Naval Sea Systems Command (05R) Washington, DC 20380		12. REPORT DATE March 1983	
		13. NUMBER OF PAGES 34 + v	
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		15. SECURITY CLASS. (of this report)  UNCLASSIFIED	
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE	
16. DISTRIBUTION STATEMENT (of this Report)  APPROVED FOR PUBLIC RELEASE: DISTRIBUTION UNLIMITED			
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)			
18. SUPPLEMENTARY NOTES			
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Hydrodynamics                      Paint Deterioration Ship Resistance Tow Tank Testing Surface Roughness			
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) When conducting resistance experiments on ship models in towing tanks, changes in the surface roughness are known to cause changes in the model resistance. In the past several years problems with deteriorating paint surfaces on ship models have resulted in changes in the model resistance. An investigation was undertaken to evaluate existing paint systems available at DTNSRDC for use on towing tank ship models for their ability to maintain a hydraulically smooth surface while immersed in water for a time period of up			

DD FORM 1473  
1 JAN 73EDITION OF 1 NOV 68 IS OBSOLETE  
S/N 0102-LF-014-6601

UNCLASSIFIED

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

**UNCLASSIFIED**

**SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)**

to three weeks. Twenty-seven specimens of fiberglass and wood were coated with combinations of paints which are currently being used at DTNSRDC. The surface roughness of each specimen was measured and observations of the amount of slime were made before, during, and after the three week period. It was found that the Seaguard Epoxy Paint System and the Balto-glaze Epoxy Paint System did maintain a smooth surface for at least three weeks. Based on this investigation, the Seaguard Epoxy paint system is recommended for use on ship models because it was found to be relatively easier to apply and more economical than the Balto-glaze paint system.

**UNCLASSIFIED**

**SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)**

# TABLE OF CONTENTS

	Page
ABSTRACT .....	1
ADMINISTRATIVE INFORMATION .....	1
INTRODUCTION .....	1
DESCRIPTION OF EXPERIMENTS.....	3
SELECTION OF PAINT SPECIMENS.....	3
PREPARATION OF SPECIMENS .....	4
IMMERSION TESTS .....	4
EVALUATION OF SURFACE FINISH .....	5
DISCUSSION OF RESULTS.....	7
CONCLUSIONS .....	11
ACKNOWLEDGMENTS.....	11
REFERENCES .....	12
APPENDIX A - DESCRIPTION OF PAINT SPECIMENS .....	21



Handwritten 'A' and a stamp with a checkmark.

## LIST OF FIGURES

	Page
1 - Ship Model with Standard Paint System After Ten Days of Immersion ...	13
2 - Ten Paint Specimens Mounted on Strut .....	14
3 - Setup of Surface Roughness Measurement System .....	15
4 - Paint Specimen No. 3 After Twelve Days of Immersion .....	16
5 - "Gravestone Etching" of Paint Specimen No. 3 After Twelve Days of immersion .....	17
6 - The Half Board of Paint Specimen No. 21 with Dupont Preparacote Primer After Twenty-one Days of Immersion .....	18
7 - The Half Board of Paint Specimen No. 21 with Devco Epoxy Primer After Twenty-one Days of Immersion .....	18

## LIST OF TABLES

1 - Model and Paint Materials Used at DINSRDC .....	19
2 - Rating of Paint Combinations Used on Specimens .....	20



# NOMENCLATURE

## Dimension

k	Peak-to-trough roughness height	L
ks	Equivalent sandgrain roughness height	L
L	Length	L
$R_n$	Length Reynolds number, $VL/\nu$	-
$R_{n_{ks}}$	Equivalent sandgrain roughness Reynolds number, $u_\tau ks/\nu$	-
$u_\tau$	Friction velocity, $(\tau_o/\rho)^{1/2}$	L/T
V	Velocity	L/T
x	Distance	L
$\rho$	Density of fluid	M/L <sup>3</sup>
$\tau_o$	Wall shear stress	M/LT <sup>2</sup>
$\nu$	kinematic viscosity of fluid	L <sup>2</sup> /T

## SI/ENGLISH CONVERSION

1.0000 meter (m) = 3.2808 feet (ft)

1.00 micrometer ( $\mu$ m) = 39.37 micro-inches ( $\mu$ in)

1.0000 knot = 1.6878 feet per second (fps)

1.0000 meter per second (m/s) = 0.5144 knots

## ABSTRACT

When conducting resistance experiments on ship models in towing tanks, changes in the surface roughness are known to cause changes in the model resistance. In the past several years problems with deteriorating paint surfaces on ship models have resulted in changes in the model resistance. An investigation was undertaken to evaluate existing paint systems available at DTNSRDC for use on towing tank ship models for their ability to maintain a hydraulically smooth surface while immersed in water for a time period of up to three weeks. Twenty-seven specimens of fiberglass and wood were coated with combinations of paints which are currently being used at DTNSRDC. The surface roughness of each specimen was measured and observations of the amount of slime were made before, during, and after the three week period. It was found that the Seaguard Epoxy Paint System and the Balto-glaze Epoxy Paint System did maintain a smooth surface for at least three weeks. Based on this investigation, the Seaguard Epoxy paint system is recommended for use on ship models because it was found to be relatively easier to apply and more economical than the Balto-glaze paint system.

## ADMINISTRATIVE INFORMATION

The work was authorized by the Office of Naval Technology, Ships, Subs and Boats Exploratory Development Program under the management of Naval Sea Systems Command (NAVSEA) (05R), and funded under Ship Performance Task Area 421-252, administered by the Ship Performance Department of the David W. Taylor Naval Ship Research and Development Center (DTNSRDC), Work Unit Number 1506-202-30.

## INTRODUCTION

Towing tank ship models are used extensively for making full scale powering predictions and for evaluating the effect of changes in hull and appendage geometry on ship resistance. At DTNSRDC, ship models are constructed of wood or fiberglass. All of the wooden models are painted with some type of sealer and then enamel or epoxy paint. Fiberglass models do not require a protective coating like wood, but they are sometimes painted, primarily for appearance and to aid flow visualization

When experiments are conducted in the towing tank, the model may be immersed in the water anywhere from several days to several weeks. As a consequence of being immersed in the water, wooden models have a tendency to swell and their shape may change. The baseline resistance of a wooden model would be obtained during the first experiment after the model had been immersed in the water for less than one day. Any subsequent resistance data would be adjusted to the baseline values that were obtained when the model had not swelled. This procedure had masked any changes in the model resistance that may have been caused by changes in surface roughness, attributable to the paint finish. Today most submerged models are built of fiberglass, and these ship models do not swell. However, some ship models do show degradation of surface finish after immersion in water over an extended time period, as illustrated in Figure 1. As a result of the surface finish degradation, the model resistance has, particularly for submarine models, increased by a measureable amount. Submarine model resistance is more sensitive to changes in surface finish than surface ship model resistance, because frictional resistance is a larger portion of the total resistance than in the case of surface ships (where wave resistance is a significant portion of the total resistance).

The problem of model resistance changing due to the surface finish is important. At the present time the model testing community is being requested to evaluate smaller differences in the powering performance of ships due to changes in geometry than in the past. If the towing tank ship-model experiments are being conducted over a period of one week or longer, any expected change in the model resistance due to changes in the geometry may be masked by changes in the model's frictional resistance caused by a deteriorating paint surface.

The effect of different paints on the resistance of ship models was shown by West<sup>1</sup> to be measurable. Three different paints were applied to a friction plane by West, and the resistance of the friction plane was measured over a range of speeds (Reynolds number varied from  $1.45 - 5.00 \times 10^7$ ). The results showed that the drag was different for the three different paints although they were all applied to a smooth surface and the paints did not blister or peel off.

The investigation reported herein was undertaken to select and recommend a paint system that should be used on ship-models so that the surface roughness of the model does not increase with time immersed in the water. The acceptance or rejection of a specific paint system was based on the criteria of a hydraulically smooth surface at the flow conditions of typical ship models, which is based on the roughness Reynolds number.

This report describes the different paint specimens and how they were evaluated for their ability to maintain a smooth surface finish on wood and fiberglass while immersed in water.

## DESCRIPTION OF EXPERIMENT

### SELECTION OF PAINT SPECIMENS

The paints, sealers and surfacing compounds that were used in this study were limited to those which are currently used at DTNSRDC (See Table 1). The paints, sealers and surfacing compounds were applied to small boards made of fiberglass with epoxy resin, fiberglass with polyester resin, and pine wood. Most of the submarine models currently in use at DTNSRDC are made of fiber glass. Most of the surface ship models are made of pine wood. Twenty-seven paint specimens were prepared: nine fiberglass specimens with epoxy resin, eleven with polyester resin and seven pine wood specimens. A total of fourteen

<sup>1</sup>References are listed on page 12.

different combinations of primers and top coats were applied to the twenty-seven specimens, as shown in Table 2.

#### PREPARATION OF SPECIMENS

Each specimen was prepared in the same manner as the surface of ship models. After the model material was selected, a sealer (for the wood specimens) and/or a surface putty was applied to the surface. The surface putty was intended to help smooth out the surface. After the sealer and/or surface putty had dried, the specimen was sanded smooth. Three light coats of primer were then applied, allowing several hours of drying time between coats. The primer coats were sanded lightly before one coat of finish paint was applied. Before immersing the specimens in water, they were allowed to dry for one to five days, depending on the paint manufacturer's recommendations.

All of the sealers, primers and finish coats of paint are applied to the surface of a model with a compressed air type spray gun. In preparing the specimens, the air pressure supplied to the spray gun, the amount of paint, and paint thinner used for each coat were provided in the same manner as during model preparation. In some of the painted surfaces of the specimens, it was discovered that small particles of dried paint were imbedded in the surface. This occurred primarily with some of the epoxy type paints. This problem was eliminated by making sure that the spray gun nozzle was properly cleaned before its use.

#### IMMERSION TESTS

After the paint specimens were prepared and allowed to dry, they were submerged in the towing tank. Figure 2 shows ten of the fiberglass specimens mounted on a strut. The wooden specimens were submerged in the towing tank with

the aid of ballast weights. All of the wooden specimens and most of the fiberglass specimens were submerged in the towing tank without being towed under the carriage. However, seven of the fiberglass specimens were towed in water for four days on a vertical strut in the low speed basin while ship model resistance experiments were being conducted.

#### EVALUATION OF SURFACE FINISH

Each paint specimen was evaluated for its property to maintain a smooth surface finish and resist the growth of slime while immersed in the water. Prior to submerging the specimens in the water, their surface roughness was measured to establish an initial roughness.

A Federal Surf-Indicator surface analyzer (shown in Figure 3) was used to measure the peak-to-trough roughness height. The output could be displayed on the analog meter provided in the instrument box, on a digital voltmeter or on a strip chart recorder. The roughness probe of the analyzer was calibrated with a standard block, having a sandgrain roughness height of  $3.2\text{ }\mu\text{m}$  ( $125\text{ }\mu\text{in}$ ). For roughness heights exceeding the limits of the instrumentation ( $76\text{ }\mu\text{m}$  ( $3000\text{ }\mu\text{in}$ )), a depth gage was used. The surface roughness probe could be moved along the surface either manually or with the traversing arm, shown in Figure 3. The speed of movement of the traversing arm is  $0.32\text{cm/s}$  ( $0.125\text{ in/s}$ ). The accuracy of the surface roughness gage and the interpretation of the output signal is considered to be  $\pm 1.0\text{ }\mu\text{m}$  ( $\pm 40\text{ }\mu\text{in}$ ).

During the time that the paint specimens were immersed, they were removed periodically to determine the amount of slime growth and to measure the surface roughness. Although it is possible to measure the thickness of the slime layer (cf. Belt and Smith<sup>2</sup>), this was not done for these experiments.

Instead, the degree of the growth of slime was judged visually and was described as no slime, little slime or slimey.

In addition to determining the amount of slime and the roughness height, an attempt was made to determine the distribution of the roughness. This was done using the technique of "gravestone etching". A sheet of paper is laid over the surface and the area is shaded with a pencil or a china marker. The blisters show up as dark spots. Figures 4 and 5 show paint specimen No. 3 after twelve days in the water. Figure 4 shows paint degradation in the form of blisters and Figure 5 shows the corresponding distribution of blisters using the technique of "gravestone etching".

A complete description of each specimen and the results of the slime observations and roughness measurements are given in Appendix A. The fourteen combinations of paints were given a PASS or FAIL rating for their ability to resist the growth of slime and to maintain a smooth surface finish for the total immersion time (22-24 days). If the surface roughness measurements were less than  $12\text{ }\mu\text{m}$  ( $475\text{ }\mu\text{in}$ ) for the entire immersion period on all of the specimens with the same paint combination, then the paint combination was considered to be acceptable and it was given a passing rating. The value of  $12\text{ }\mu\text{m}$  ( $475\text{ }\mu\text{in}$ ) was chosen as an acceptable roughness height, based on typical flow conditions in towing tanks on ship models. This will be further discussed in the next section of the report. The paint combination was considered acceptable in terms of its property to resist the growth of slime, if slime was not observed on any of the specimens for the entire immersion time. The results of the rating on the fourteen paint combinations for both slime and blisters are shown in Table 2.

## DISCUSSION OF RESULTS

The two criteria used to judge whether one paint specimen was better than another were: (1) resistance to the growth of slime and (2) resistance to paint degradation in the form of blisters.

Typically, a ship model is only in motion for 3 to 4 hours during any 8 hour testing period. When seven of the paint specimens were towed in this manner, no differences were observed from those that were not towed, regarding the surface degradation.

Sealers and surface putty provide a smooth surface, but they do not appear to have any noticeable effect on the resistance to the growth of slime or increase in the surface roughness of painted surfaces.

The present standard paint system, Dupont preparacote primer and Dupont dulux enamel, showed consistently poor resistance to paint degradation on both wood and fiberglass. The main problem with this paint system is the primer. Paint specimen No. 21 (wooden) was painted with Devoe epoxy primer on one side and with Dupont preparacote primer on the other. Dupont dulux grey enamel was then painted over the entire specimen. After 21 days of immersion, the side with Dupont preparacote primer had blisters whose height was 12.7-17.8  $\mu\text{m}$  (500-700  $\mu\text{in}$ ), as shown in Figure 6. The side with the Devoe epoxy primer did not have any change in its roughness height as shown in Figure 7. Dupont preparacote primer and Dupont dulux grey enamel was also used on fiberglass specimens Nos. 3 and 13. Blisters started appearing on these specimens after 6 and 9 days respectively for specimens Nos. 3 and 13; and after 22 and 24 days, the surface roughness had increased from an initial roughness of 0.5-1.0  $\mu\text{m}$  (20-40  $\mu\text{in}$ ) to values as high as 165  $\mu\text{m}$  (6500 $\mu\text{in}$ ).



Paint specimen No. 17, which was painted with Balto-glaze primer and white finish on top of Dupont preparacote primer and Dupont dulux yellow, also showed an increase in surface roughness while immersed in water. However, paint specimen Nos. 6, 16, and 22, painted with only Balto-glaze primer and white finish, were excellent in terms of resisting the growth of slime and blisters. Based on paint specimen Nos. 6, 16, and 22, the Balto-glaze primer and white finish is acceptable for use on ship models in towing tanks. However, this paint system is more expensive than other epoxy and enamel paints. In addition, special care is required when using Balto-glaze products. The additives must be precisely proportioned and the surface to be painted must be prewashed more carefully than for other paints.

The Seaguard Epoxy paint system is strongly recommended for use on towing tank ship-models, based on the two criteria mentioned earlier, low cost, and ease of application. Paint specimens 10A, 18A, 19 and 23 were painted with this three coat epoxy paint system. For periods up to 24 days, this paint system maintained a smooth surface finish on both fiberglass and wood. Also, there was no observable slime growth throughout the immersion period. The cost of this paint is comparable to the cost of enamel paints and it did not require special care in its application.

In addition to the Seaguard and the Balto-glaze epoxy paint systems, the combination of the Devoe epoxy primer and Rustoleum white epoxy were found to be good, as indicated by the results of the immersion tests on paint specimens Nos. 1, 11, and 24.

Quantifying the roughness of a surface is not a trivial task. The randomness of surface roughness makes the interpretation of roughness measurements

difficult. However, in order to make some judgement on the paint specimen roughness measurements, an estimate was made of the maximum roughness height allowable under typical ship model flow conditions. From Reference 3, the roughness Reynolds number can be defined as,

$$R_{n_{ks}} = \frac{(ks)u_{\tau}}{\nu}$$

where  $ks$  = equivalent sandgrain roughness height  
 $u_{\tau} = (\tau_o / \rho)^{1/2}$  = friction velocity  
 $\tau_o$  = wall shear stress  
 $\nu$  = kinematic viscosity

From extensive measurements of turbulent boundary layer flows through pipes with sandgrain roughness, it is known that if  $R_{n_{ks}} \leq 5$ , then the surface is considered hydraulically smooth. A surface is considered hydraulically smooth if the protrusions do not exceed the height of the laminar sublayer.<sup>3</sup> This result is applicable to flat plates with an irregular distribution of roughness, provided the roughness height,  $k$ , can be appropriately converted to an equivalent sandgrain roughness,  $ks$ .

To apply the above result to a ship model, both  $ks$  and  $u_{\tau}$  must be estimated. A typical ship model has a speed range of 1.5 to 4.6 m/s (3 to 15 knots) and the area where the surface roughness affects the wall shear stress is near the bow of the model where the boundary layer is relatively thin. The highest model speed and the region just downstream of the tripwire will be considered. The speed of  $V = 7.7$  m/s (15 knots) and a distance  $x = 0.3$  m (1.0 ft) from the bow of the model were chosen for calculating  $u_{\tau}$ . It is assumed that the flow is laminar upstream of and turbulent downstream of the tripwire which, for a 4.9 m

(16.0 ft) long model, would be located at 0.24 m (0.80 ft) aft of the bow. Under this assumption, the thickness of the boundary layer has an abrupt jump at the location of the tripwire due to an increase in momentum induced by the tripwire. In order to predict the friction velocity at the location of the tripwire, the concept of the virtual origin of the turbulent boundary layer (cf. McCarthy<sup>4</sup>) is introduced. It is assumed that the virtual origin is located at  $x = 0$ , and the flow is turbulent from  $x = 0.3$  m (1.0 ft). From the 1/7th power law for turbulent flow, the friction velocity can be computed to be  $u_\tau = 0.30$  m/s (1.0 fps). For the surface to be hydraulically smooth,  $R_{n_{ks}} \leq 5$ . Solving for  $k_s$ , the maximum height of equivalent sandgrain roughness for a hydraulically smooth surface should be less than  $k_s = 17 \mu\text{m}$  (670  $\mu\text{in}$ ). This value was calculated assuming fresh water at a temperature of 19°C (66°F).

From Figure 3 and 4 it can be seen that the paint blisters resemble densely packed spherical segments. Using Figure 20.24 of Reference 2, roughness pattern No. 11 was chosen to convert  $k_s$  to  $k$ . Using this pattern, the maximum allowable roughness height in order to maintain a hydraulically smooth surface is  $k = 12 \mu\text{m}$  (475  $\mu\text{in}$ ). Those specimens which had a surface roughness height close to or greater than 12  $\mu\text{m}$  (475  $\mu\text{in}$ ) after the total immersion time were given a "FAIL" rating in terms of their ability to maintain a smooth surface finish. These ratings are shown in Table 2 for the fourteen combinations of paints that were applied to the paint specimens.

### CONCLUSIONS

1. The standard paint system, Dupont preparacote primer and dulux enamel was found to be unacceptable in terms of maintaining a smooth surface finish and resisting the growth of slime on both fiberglass and wood while immersed in water.
2. The Seaguard Epoxy Paint system is recommended for use on ship models that are used in towing tanks. This three-coat epoxy paint system is easier to apply to the surface than other epoxy paint systems, and the cost is comparable to enamel paints. On both fiberglass and wood, this paint system maintained a smooth surface finish and resisted the growth of slime, when immersed in water for as long as three weeks.
3. The Balto-glaze epoxy primer and white finish coat was also acceptable in maintaining a smooth surface finish and resisting the growth of slime. However, this paint system costs significantly more than enamel paints and requires greater care in its application.
4. For typical ship model flow conditions, calculations indicate that the surface roughness of the standard paint system, after immersion in water, was hydraulically rough. The surface painted with either the Seaguard Epoxy Paint System or the Balto-glaze Paint System was hydraulically smooth.

### ACKNOWLEDGMENT

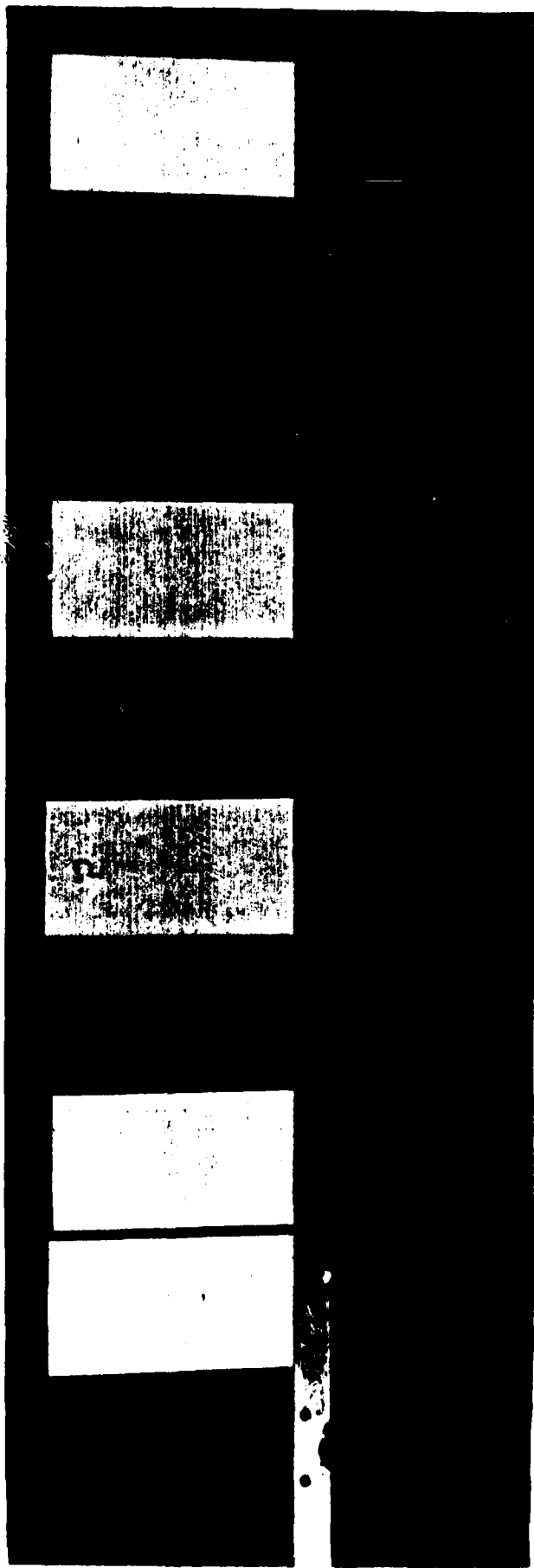
The authors wish to thank Mr. Stanley Gross, retired model surfer and finisher, for his excellent work in preparing all of the specimens.

## REFERENCES

1. West, Eugene F., "The Effect of Surface Preparation and Repainting Procedures on the Frictional Resistance of Old Ship Bottom Plates as Predicted from NSRDC Friction Plane Model 4125", NSRDC Report 4084 (May 1973).
2. Belt, G. G and N.A. Smith, "Drag of Slimes on Rough and Smooth Surfaces as Measured by a Rotating Disk", DTNSRDC/SPD-0865-01 (July 1979).
3. Schlichting, H., "Boundary Layer Theory", Seventh Ed., McGraw-Hill Book Company, New York, New York (1979).
4. McCarthy, J.H., et al., "The Roles of Flow Transition, Laminar Separation and Turbulence Stimulation in the Analysis of Axisymmetric Body Drag", Eleventh Symposium on Naval Hydrodynamics, London, England (1976).

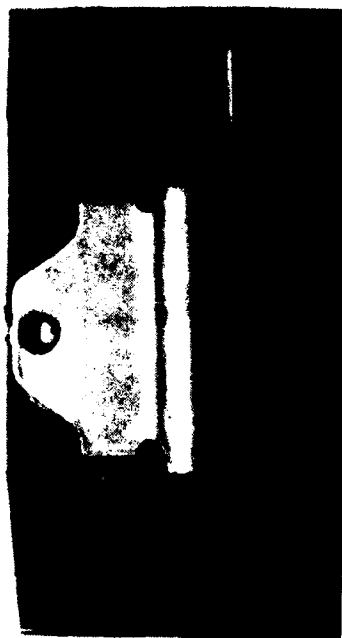


Figure 1 - Ship Model with Standard Paint System After Ten Days of Immersion  
[Surface Roughness Height was 5-381  $\mu\text{m}$  (200-15,000  $\mu\text{in}$ )]

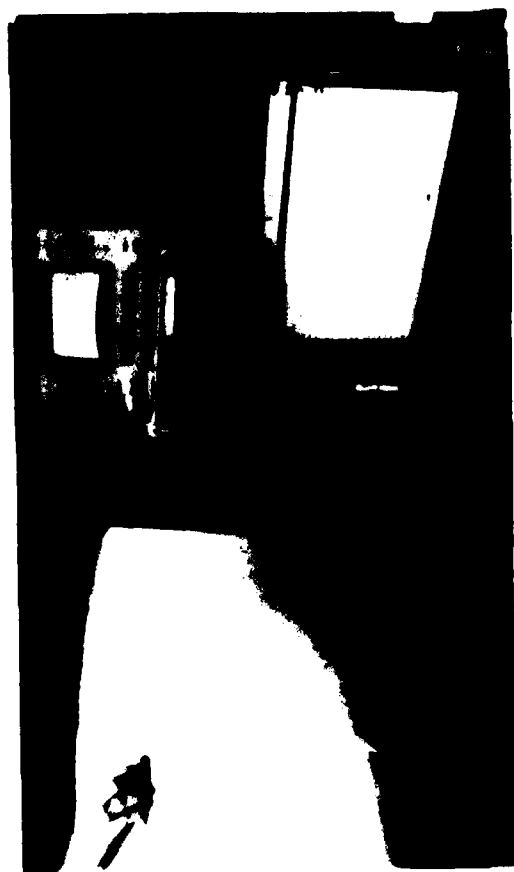


From left to right, Paint Specimens 12, 11, 10A, 8, 7, 5, 4, 3, 2, 1

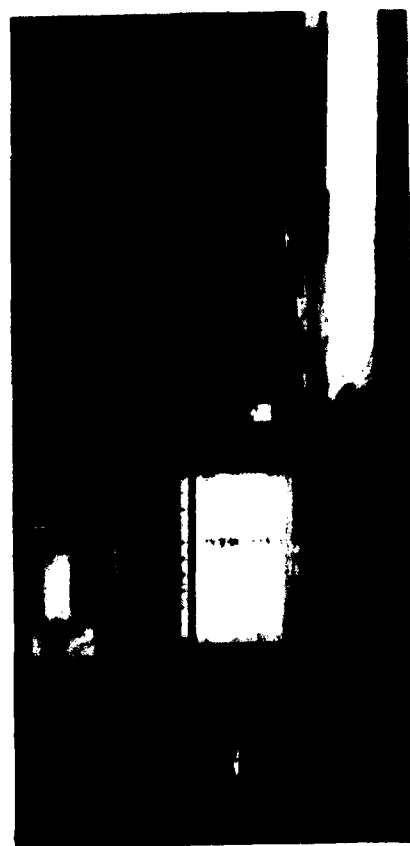
Figure 2 - Ten Paint Specimens Mounted on Strut



Close-up view of surface roughness probe



Setup for measuring the surface roughness of ship model

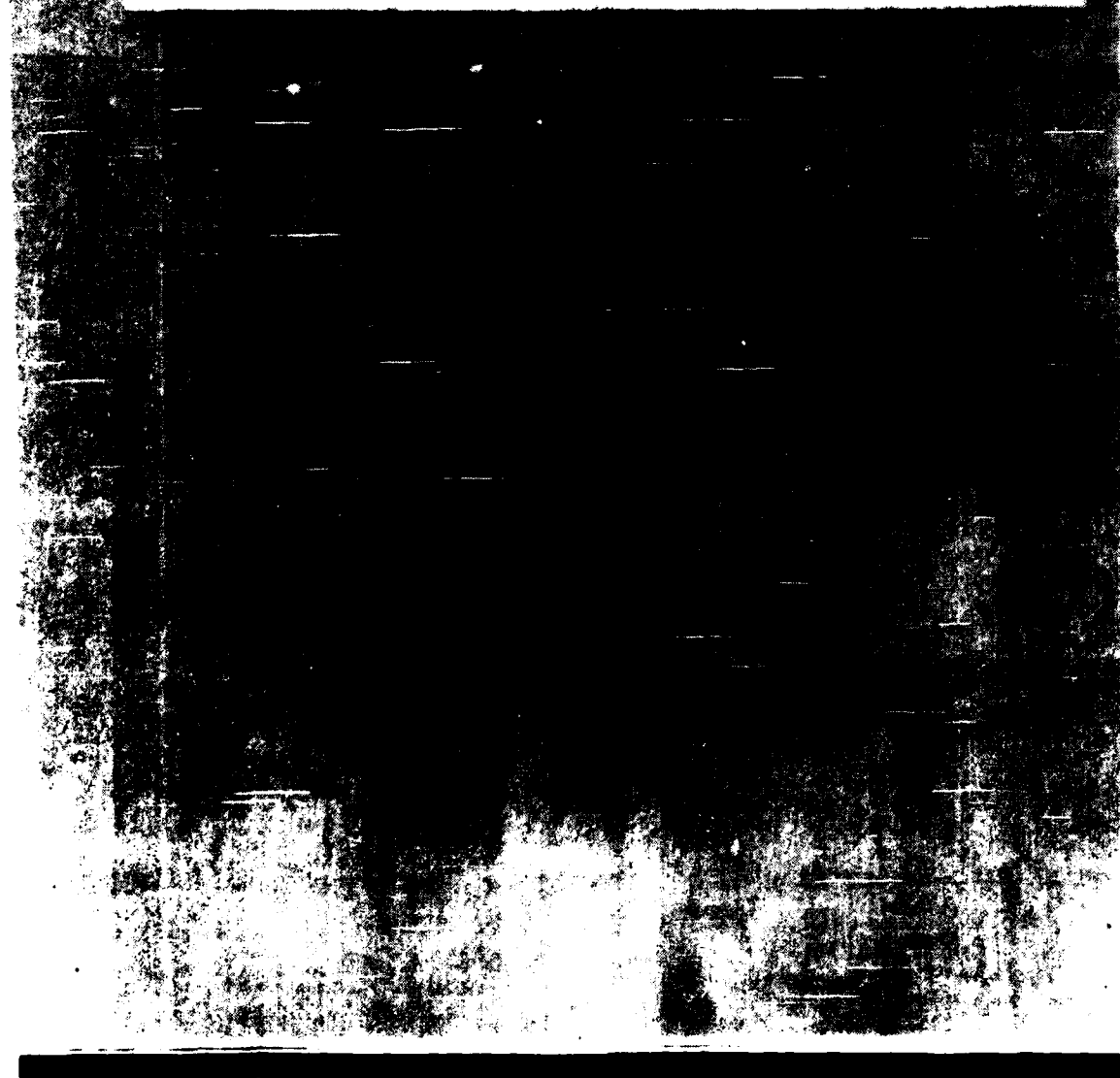


Setup for measuring roughness of paint specimens, with traversing mechanism

Figure 3 - Setup of Surface Roughness Measurement System



**SAMPLE NO. 3**



**Figure 4 - Paint Specimen No. 3 After Twelve Days of Immersion.  
(Showing Paint Degradation in the Form of Blisters)**



Figure 5 - "Gravestone Etching" of Paint Specimen No. 3 After Twelve Days of Immersion  
(Showing the Distribution of Blisters)

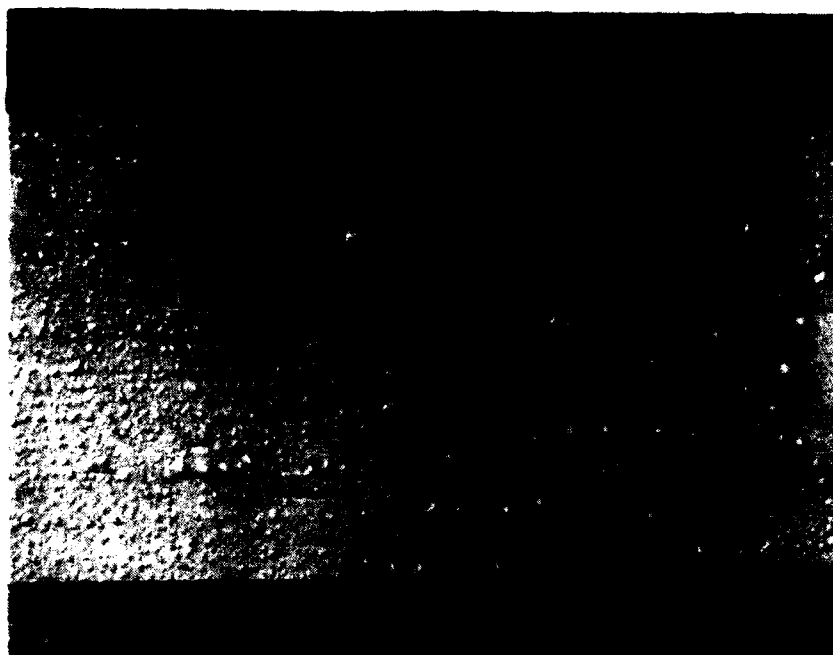


Figure 6 - The Half Board of Paint Specimen No. 21 with Dupont Preparacote Primer after Twenty-one Days of Immersion

**DEVOE EPOXY PRIMER  
SUBMERGED FOR 21 DAYS**

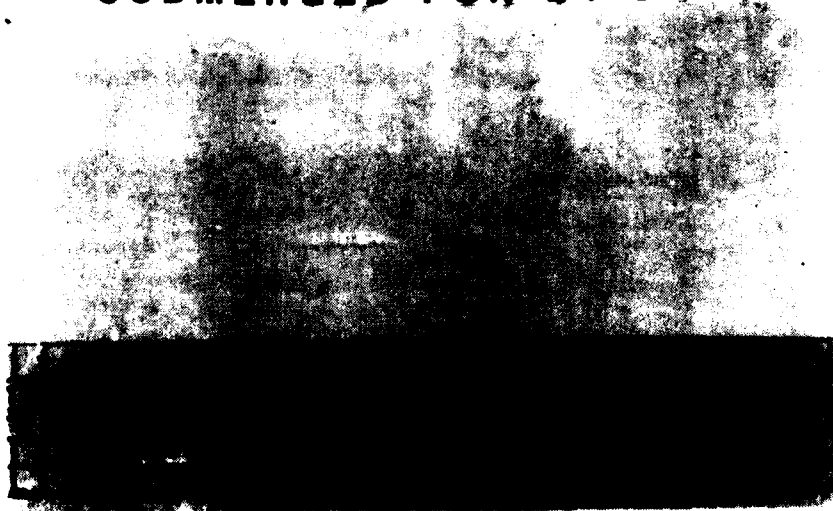


Figure 7 - The Half Board of Paint Specimen No. 21 with Devoe Epoxy Primer After Twenty-one Days of Immersion

TABLE 1 - MODEL AND PAINT MATERIALS USED AT DTNSRDC

Model Material	<ul style="list-style-type: none"> <li>- fiberglass with polyester resin</li> <li>- fiberglass with epoxy resin</li> <li>- pine wood</li> </ul>
Sealer	<ul style="list-style-type: none"> <li>- Dupont Duco (clear)</li> </ul>
Surface Putty	<ul style="list-style-type: none"> <li>- Duratite</li> <li>- Dulux and Dulux-glazing</li> </ul>
Primer	<ul style="list-style-type: none"> <li>- Dupont preparacote</li> <li>- Devoe epoxy green</li> <li>- Seaguard epoxy green</li> <li>- Rustoleum orange</li> <li>- Balto-glaze</li> </ul>
	<u>enamel</u>
Finish Coat	<ul style="list-style-type: none"> <li>- Dupont dulux yellow</li> <li>- Dupont dulux grey</li> <li>- Dupont dulux white</li> <li>- Rustoleum yellow</li> </ul>
	<u>epoxy</u>
	<ul style="list-style-type: none"> <li>- Rustoleum white</li> <li>- Seaguard grey and white</li> <li>- Balto-glaze</li> </ul>

TABLE 2 - RATING OF PAINT COMBINATIONS USED ON SPECIMENS

PAINT COMBINATION	SPECIMEN NUMBER				RATINGS (F-Fail, P-Pass)	
	FIBERGLASS		WOOD		SLIME	BLISTERS
	Polyester Resin	Epoxy Resin				
1. Dupont preparacote primer Dupont dulux yellow enamel	5	15			F	F
2. Rustoleum orange primer Rustoleum white epoxy	4	14			P	F
3. Balto-glaze primer Balto-glaze white finish	6	16	22		P	P
4. Seaguard Epoxy Paint System green primer grey finish white finish	10A	18A	19	23	P	P
5. Devoe epoxy primer Dupont dulux yellow (or white) enamel	12	20	25		F	F
6. Devoe epoxy primer Dupont dulux grey enamel	3	13	21		F	F
7. Devoe epoxy primer Rustoleum white epoxy	1	11	24		P	P
8. Devoe epoxy primer Rustoleum yellow enamel	2				F	F
9. Dupont preparacote primer Dupont dulux yellow enamel Rustoleum white epoxy	7				F	F
10. Devoe epoxy primer Dupont preparacote primer Dupont dulux grey enamel			21		P	F
11. Rustoleum orange primer Rustoleum white epoxy Dupont dulux grey enamel	8				F	F
12. Dupont preparacote primer Dupont dulux yellow enamel Balto-glaze primer Balto-glaze white finish	9	17			P	F
13. Devoe epoxy primer Rustoleum white epoxy Balto-glaze primer Balto-glaze white finish	10				P	P
14. Balto-glaze primer Balto-glaze white finish Dupont preparacote primer Dupont dulux yellow enamel		18			F	P/F

APPENDIX A  
DESCRIPTION OF PAINT SPECIMENS

Paint Specimen No. 1

Material: Fiberglass with polyester resin  
Paint: Duratite surface putty  
Devoo epoxy green primer (3 coats)  
Rustoleum white epoxy finish

Initial Roughness: The average height is 0.8 - 1.3  $\mu\text{m}$  (30-50  $\mu\text{in}$ ) in the smooth area. There are small areas of blisters with heights of 3.8-6.4 $\mu\text{m}$  (150-250  $\mu\text{in}$ ).

After 6 days: There is no slime nor paint degradation.

After 12 days: There is very little slime and no paint degradation is observed.

After 22 days: The same as it was after 12 days.

Rating on Blisters: Excellent

Rating on Slime: Excellent

Paint Specimen No. 2

Material: Fiberglass with polyester resin  
Paint: Dulux-glazing surface putty  
Devoo epoxy green primer (3 coats)  
Rustoleum yellow enamel

Initial Roughness: The average height is 0.8-1.8 $\mu\text{m}$  (30-70  $\mu\text{in}$ ) in the smooth area. There are three areas of small blisters with a height of 2.0  $\mu\text{m}$  (80  $\mu\text{in}$ ). The fiberglass is bumpy.

After 6 days: The surface is slimy but there is no degradation. The roughness height of the three areas of small blisters remains approximately the same.

After 12 days: The surface is slimy. No degradation is observed in the formerly smooth area but the roughness heights of the three areas of small blisters have increased to 3.8-7.6 $\mu\text{m}$  (150-300  $\mu\text{in}$ ).

After 22 days: The same as it was after 12 days but the roughness height of the rough areas has increased to 5.1-15.2  $\mu\text{m}$  (200-600  $\mu\text{in}$ ).

Rating on Blisters: Fair

Rating on Slime: Fair

Remark: Poor initial surface roughness

Paint Specimen No. 3

Material: Fiberglass with surface resin  
Paint: Duratite surface putty  
Devoe epoxy green primer (3 coats)  
Dupont dulux gray enamel

Initial Roughness: The average height is 0.8-1.8  $\mu\text{m}$  (30-70  $\mu\text{m}$ ) in the smooth area.  
In the area where the cloth is exposed, the surface roughness  
is as high as 3.8 $\mu\text{m}$  (150  $\mu\text{in}$ ).

After 6 days: It is very slimy. There is degradation in the form of densely packed  
small blisters, the roughness varies from 2.5 to 7.6  $\mu\text{m}$  (100 to 300  $\mu\text{in}$ ).

After 12 days: It is less slimy but the roughness heights of the densely packed  
small blisters have increased to 2.5-19.1  $\mu\text{m}$  (100-750  $\mu\text{in}$ ) with an  
average of 6.4  $\mu\text{m}$  (250  $\mu\text{in}$ )

After 22 days: There is no slime but small blisters with 3.8-10.2  $\mu\text{m}$  (150-400  $\mu\text{in}$ )  
are all over the surface. There are three areas of large blisters  
with heights of 16.5-22.9  $\mu\text{m}$  (650-900  $\mu\text{in}$ ).

Rating on Blisters: Poor

Rating on Slime: Fair

Remark: Poor initial roughness; inconsistent slime observations

Paint Specimen No. 4

Material: Fiberglass with polyester resin  
Paint: Rustoleum orange primer (3 coats)  
Rustoleum white epoxy finish

Initial Roughness: The average roughness is 0.8-1.5  $\mu\text{m}$  (30-60  $\mu\text{in}$ ). The surface  
finishing is good.

After 6 days: There is no slime nor surface degradation.

After 12 days: There is no slime. The surface remains smooth with the exception  
of 5 or 6 blisters with 5.1  $\mu\text{m}$  (200  $\mu\text{in}$ ) roughness height.

After 22 days: Some slime appears. The blisters grow in four small areas with  
a roughness height of 25.4-38.1  $\mu\text{m}$  (1000-1500  $\mu\text{in}$ ).

Rating on Blisters: Poor

Rating on Slime: Good

Paint Specimen No. 5

Material: Fiberglass with polyester resin  
Paint: Dulux-glazing surface putty  
Dupont preparacote primer (3 coats)  
Dupont dulux yellow enamel

Initial Roughness: The average height of roughness is 0.8-1.8 $\mu$ m (30-70  $\mu$ in).

After 6 days: It is slimy. Some large blisters of height 38.1  $\mu$ m (1500  $\mu$ in) with water moisture inside appear.

After 12 days: It is slimy. Both the number and the size of the blisters have increased. The 50 or 60 blisters have a diameter of approximately 0.32 cm (1/8 in) and have a roughness height of 45.7  $\mu$ m (1800  $\mu$ in).

After 22 days: It remains slimy. The number of the blisters has increased to approximately 100, the diameter has increased to 0.48 cm (3/16 in) and the roughness height varies from 15.2  $\mu$ m (600  $\mu$ in) to as much as 300 to 450  $\mu$ m (12,000 to 18,000  $\mu$ in). There is water moisture inside the blisters.

Rating on Blisters: Poor

Rating on Slime: Fair

Paint Specimen No. 6

Material: Fiberglass with polyester resin  
Paint: Balto-glazing primer  
Balto-glazing white finish

Initial Roughness: The average height is 0.3-1.3  $\mu$ m (10-50  $\mu$ in). The surface has a high gloss finish.

After 6 days: The surface is very clean: there is no slime nor blisters.

After 13 days: There is no slime nor surface degradation.

After 23 days: There is still no slime nor surface degradation. The roughness height is approximately 0.8-1.3  $\mu$ m (30-50  $\mu$ in).

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Good surface finish



Paint Specimen No. 7

Material: Fiberglass with polyester resin  
Paint: Dulux surface putty  
Dupont preparcote primer (3 coats)  
Dupont dulux yellow enamel  
Rustoleum white epoxy finish

Initial Roughness: The average height is 1.0-1.8 $\mu$ m (40-70  $\mu$ in). The surface has a good finish.

After 6 days: There is no slime nor blisters.

After 12 days: There is no slime but there are areas of small blisters with heights of 3.8-10.2  $\mu$ m (150-400  $\mu$ in)

After 22 days: There is a small amount of slime. The blisters have grown into some (100) large ones with heights of 38.1-305  $\mu$ m (1500-12000  $\mu$ in) and some smaller ones with heights of 2.0-3.8  $\mu$ m (80-150  $\mu$ in).

Rating on Blisters: Poor

Rating on Slime: Good

Remark: Good Surface finish

Paint Specimen No. 8

Material: Fiberglass with polyester resin  
Paint: Duratite surface putty  
Rustoleum orange primer (3 coats)  
Dupont dulux grey enamel  
Rustoleum white epoxy finish

Initial Roughness: The average height is 0.5-1.3 $\mu$ m (20-50  $\mu$ in).

After 6 days: The surface is slimy and one small area of blisters with heights of 3.8-5.1  $\mu$ m (150-200  $\mu$ in) appears.

After 12 days: The surface remains slimy but the number of small areas of blisters has increased to four. The blisters are small in diameters and range in heights from 5.1 to 1.27  $\mu$ m (from 200 to 500  $\mu$ in).

After 22 days: The surface is still slimy. The number of small areas of blisters is now ten, but the roughness height has no noticeable increase.

Rating on Blisters: Fair

Rating on Slime: Fair

Paint Specimen No. 9

Material: Fiberglass with polyester resin  
Paint: Dupont preparacote primer (3 coats)  
Balto-glaze primer  
Balto-glaze white finish

Initial Roughness: The average height is  $0.3-1.3 \mu\text{m}$  (10-50  $\mu\text{in}$ ).

After 9 days: There is no slime nor paint degradation.

After 13 days: The same as after 9 days.

After 20 days: There is no slime but there are some blisters that have a diameter of 0.32 cm (1/8 in) and a height of  $2.0-2.8 \mu\text{m}$  (80-110  $\mu\text{in}$ ).

After 24 days: There is no slime. The diameter of the blisters appeared after 20 days remains approximately the same but the height has increased to  $2.5-5.1 \mu\text{m}$  (100-200  $\mu\text{in}$ ).

Rating on Blisters: Fair

Rating on Slime: Excellent

Paint Specimen No. 10

Material: Fiberglass with polyester resin  
Paint: Devco epoxy green primer (3 coats)  
Rustoleum epoxy white finish  
Balto-glaze primer  
Balto-glaze white finish

Initial Roughness: The average height is  $0.3-1.3 \mu\text{m}$  (10-50  $\mu\text{in}$ ).

After 9 days (4 days on Carriage 1): There is no slime nor paint degradation.

After 14 days: There is no slime. Two areas of small blisters appear. The diameter of these blisters is small and the height is approximately  $2.5-6.4 \mu\text{m}$  (100-250  $\mu\text{in}$ ).

After 24 days: The condition is about the same as after 21 days.

Rating on Blisters: Fair

Rating on Slime: Excellent

Remark: the finish is glossy and very hard.

Paint Specimen No. 10A

Material: Fiberglass with polyester resin

Paint: Dulux surface putty

Seaguard green primer (3 coats)

Seaguard grey finish

Seaguard white finish

} Seaguard Epoxy System

Initial Roughness: The average height is 0.8-1.8  $\mu\text{m}$  (30-70  $\mu\text{in}$ ). There are a few particles as high as 3.8  $\mu\text{m}$  (150  $\mu\text{in}$ )

After 6 days: There is no slime nor paint degradation.

After 12 days: The same as after 6 days.

After 22 days: It still remains almost the same as after 6 days.

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Despite the fact that there are a few particles in the paint, this is a smooth fiberglass job.

Paint Specimen No. 11

Material: Fiberglass with epoxy resin

Paint: Dulux-glazing surface putty

Devco epoxy green primer

Rustoleum epoxy white finish

Initial Roughness: The average height is 1.0-2.5  $\mu\text{m}$  (40-100  $\mu\text{in}$ ). There are small particles in the paint. This is a poor fiberglass job.

After 6 days: There is no slime nor paint degradation.

After 12 days: The same as after 6 days.

After 22 days: A small amount of slime has accumulated but there is still no paint degradation.

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Despite poor initial roughness conditions, the paint is excellent in resisting the growth of both slime and blisters.

Paint Specimen No. 12

Material: Fiberglass with epoxy resin  
Paint: Duratite surface putty  
Dulux-glazing surface putty  
Devco-epoxy green primer (3 coats)  
Dupont dulux yellow enamel

Initial Roughness: In smooth areas, the roughness height is 0.3-0.8  $\mu\text{m}$  (10-30  $\mu\text{in}$ ). Otherwise, the roughness height is 0.8-1.8  $\mu\text{m}$  (30-70  $\mu\text{in}$ ) with some peaks to 3.8  $\mu\text{m}$  (150  $\mu\text{in}$ ). This is a poor fiberglass job.

After 6 days: There is a layer of thick slime. After wiping off the slime, the roughness height is 1.0-1.8  $\mu\text{m}$  (40-70  $\mu\text{in}$ ).

After 12 days: It is slimy. There are blisters all over, with roughness heights of 2.5-3.8  $\mu\text{m}$  (100-150  $\mu\text{in}$ ) and some as high as 12.7  $\mu\text{m}$  (500  $\mu\text{in}$ ).

After 22 days: The slime situation is about the same as after 12 days, but both the number and the roughness height of the small blisters have increased. The roughness height varies from 2.5 to 10.2  $\mu\text{m}$  (100 to 400  $\mu\text{in}$ ).

Rating on Blisters: Poor

Rating on Slime: Poor

Remark: Poor initial roughness.

Paint Specimen No. 13

Material: Fiberglass with epoxy resin  
Paint: Dulux-glazing surface putty  
Devco epoxy green primer (3 coats)  
Dupont dulux grey enamel

Initial Roughness: The average height is 0.5-1.0  $\mu\text{m}$  (20-40  $\mu\text{in}$ ). There are some bumps with a height of 3.8  $\mu\text{m}$  (150  $\mu\text{in}$ ) and some very tiny blisters.

After 9 days: (4 days on Carriage 1). There is a small amount of slime. The small-diameter blisters in the lower portion of the paint plate appear to be higher (3.8-7.6  $\mu\text{m}$ , i.e. 150-300  $\mu\text{in}$ ) than those appear in the middle portion of the plate (3.8  $\mu\text{m}$ , i.e. 150  $\mu\text{in}$ ).

After 14 days: The slime situation is the same as after 9 days but the small-diameter blisters are now almost everywhere. There is no significant increase in the roughness height of these blisters.

After 24 days: There is some slime. The roughness height has increased somewhat to 2.5-7.6  $\mu\text{m}$  (100-300  $\mu\text{in}$ ) with peaks to 16.5  $\mu\text{m}$  (650  $\mu\text{in}$ ).

Rating on Blisters: Poor

Rating on Slime: Fair

Remark: Poor initial roughness condition

Paint Specimen No. 14

Material: Fiberglass with epoxy resin  
Paint: Duratite surface putty  
Dulux-glazing surface putty  
Rustoleum orange primer (3 coats)  
Rustoleum white epoxy finish

Initial Roughness: The roughness height is 1.0-1.5  $\mu\text{m}$  (40-60  $\mu\text{in}$ ) in smooth areas. There are areas where the cloth is exposed and areas where the bumps have roughness heights with peaks as high as 6.4  $\mu\text{m}$  (250  $\mu\text{in}$ ).

After 9 days: (4 days on Carriage 1) There is no slime nor paint degradation.

After 14 days: There is no paint degradation, but a small amount of slime appears.

After 24 days: There is no slime nor paint degradation

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Despite poor initial roughness condition, the resistance to both slime and paint degradation is good.

Paint Specimen No. 15

Material: Fiberglass with epoxy resin  
Paint: Duratite surface putty  
Dulux-glazing surface putty  
Dupont preparacote primer (3 coats)  
Dupont dulux yellow enamel

Initial Roughness: In smooth areas, the roughness height is 0.5-1.0  $\mu\text{m}$  (20-40  $\mu\text{in}$ ). There are a few small indentations and small blisters with peaks as high as 3.8  $\mu\text{m}$  (150  $\mu\text{in}$ ).

After 9 days: (4 days on Carriage 1) It is slimy. Some scattered blisters with heights of 12.7  $\mu\text{m}$  (500  $\mu\text{in}$ ) appear.

After 14 days: Slimy. Additional large-diameter blisters with roughness heights of 17.8-22.9  $\mu\text{m}$  (700-900  $\mu\text{in}$ ) appear in one area.

After 21 days: It is slimy. The blisters continue to grow in number and have covered most of the area.

Rating on Blisters: Poor

Rating on Slime: Poor

Remark: Poor initial roughness condition

Paint Specimen No. 16

Material: Fiberglass with epoxy resin  
Paint: Balto-glass primer  
Balto-glass white finish

Initial Roughness: The average is 10-25  $\mu$ in. It is a high quality glass finish.

After 9 days: (4 days on Carriage 1) There is no slime nor deterioration.

After 14 days: The same as after 9 days.

After 24 days: There is no slime. The surface essentially did not deteriorate although a few particles with roughness height of 80-100  $\mu$ in appear in the paint.

Rating on Blisters: Excellent

Rating on Slime: Excellent

Paint Specimen No. 17

Material: Fiberglass with epoxy resin  
Paint: Dulux-glazing surface putty  
Dupont preparacote primer (3 coats)  
Dupont dulux yellow enamel  
Balto-glaze primer  
Balto-glaze white finish

Initial Roughness: The average height is 0.3-0.8  $\mu$ m (10-30  $\mu$ in). There are particles in the paint with roughness heights as much as 2.0  $\mu$ m (80  $\mu$ in).

After 9 days: (4 days on Carriage 1) There is no slime nor paint degradation.

After 14 days: There is no slime. A few blisters have grown to roughness heights of 2.0-2.5  $\mu$ m (80-100  $\mu$ in).

After 24 days: There is no slime but a few blisters with a diameter 0.24-0.32 cm (3/32-1/8in) and a roughness height of 3.8-7.6  $\mu$ m (150-300  $\mu$ in) appear

Remark: The entire paint coating peels off easily. This is probably because the bottom coat (Dupont preparacote) is damp and soft.

Rating on Blisters: Poor (paint peeled off)

Rating on Slime: Excellent

Paint Specimen No. 18

Material: Fiberglass with epoxy resin

Paint: Balto-glaze primer  
Balto-glaze white finish  
Dupont preparacote primer  
Dupont dulux yellow enamel

Initial Roughness: The average height is 0.3-0.8  $\mu\text{m}$  (10-30  $\mu\text{in}$ ) with some particles as much as 2.0 $\mu\text{m}$  (80  $\mu\text{in}$ ) in the paint.

After 9 days: It is slimy. Blisters with heights of 3.8-5.1  $\mu\text{m}$  (150-200  $\mu\text{in}$ ) appear in a small area. These blisters mostly grew out of the particles in the paint.

After 14 days: About the same as after 9 days.

After 24 days: About the same as after 9 days.

Rating on Blisters: Fair

Rating on Slime: Poor

Remark: Poor initial roughness condition.

Paint Specimen No. 18A

Material: Fiberglass with epoxy resin

Paint: Dulux surface putty  
Seaguard green primer (3 coats)  
Seaguard grey finish  
Seaguard white finish

} Seaguard Epoxy System

Initial Roughness: The average height is 1.0-1.5  $\mu\text{m}$  (40-60  $\mu\text{in}$ ) with occasional peaks to 3.8  $\mu\text{m}$  (150  $\mu\text{in}$ ).

After 9 days: (4 days on Carriage 1). There is no slime nor paint degradation

After 14 days: The same as after 9 days.

After 24 days: The same as after 9 days.

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Good finish on fiberglass

Paint Specimen No. 19

Material: Pine Wood (5cm x 15cm x 30cm, or 2in x 6in x 12in)

Paint      Sealer (2 coats)  
            Seaguard green primer (3 coats) }  
            Seaguard grey finish                } Seaguard Epoxy System  
            Seaguard white finish

Initial Roughness: The roughness height varied from 0.8 to 1.8 $\mu$ m (30 to 70  $\mu$ in) with peaks to 3.0  $\mu$ m (120  $\mu$ in). These peak roughness bumps are mostly due to particles in the paint.

After 5 days: There is no slime nor paint degradation.

After 11 days: The same as after 5 days.

After 21 days: The same as after 5 days.

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Despite poor initial roughness condition, the resistance to both slime and paint degradation is good.

Paint Specimen No. 20

Material: Pine Wood (5cm x 15cm x 30cm, or 2in x 6in x 12in)

Paint:      Sealer (2 coats)  
            Devoe epoxy green primer (3 coats)  
            Dupont dulux yellow enamel

Initial Roughness: The average height is 1.3-1.8  $\mu$ m (50-70  $\mu$ in) with peaks to 3.8 $\mu$ m (150  $\mu$ in).

After 5 days: It is slimy but there is no paint degradation.

After 11 days: About the same as after 5 days.

After 21 days: Some slime. There are small blisters in the center and near the edges. The 5 cm x 30 cm (2in x 12in) surface is fairly clean with a roughness height of 0.8-1.6 $\mu$ m (30-60  $\mu$ in). There are small blisters on the 15 cm x 30 cm (6in x 12in) surface which are 2.5-5.1  $\mu$ m (100-200  $\mu$ in) high with peaks as high as 10.2  $\mu$ m (400  $\mu$ in).

Rating on Blisters: Fair

Rating on Slime: Poor



Paint Specimen No. 21

Material: Pine Wood (5cm x 15cm x 30cm, or 2in x 6in x 12in)

Paint: Sealer (2 coats)

Devoe epoxy primer (painted all over)

Dupont preparacote primer (painted on one half of the board only)

Dupont dulux grey enamel

Initial Roughness: The average height on the half which was painted with Dupont preparacote primer is  $5.1 - 7.6 \mu\text{m}$  (200-300  $\mu\text{in}$ ), the other half painted only with Devoe epoxy primer is  $2.5-5.1 \mu\text{m}$  (100-200  $\mu\text{in}$ ).

After 8 days: There is no slime on the whole board. There are no blisters on the Devoe epoxy half but some small blisters appear on the Dupont preparacote half.

After 21 days: There is no slime on the whole board and no blisters on the Devoe epoxy half. The blisters on the Dupont preparacote half have grown to  $12.7 - 17.8 \mu\text{m}$  (500-700  $\mu\text{in}$ ) in roughness height.

Rating on Blisters: Excellent on the half of the board with Devoe epoxy primer but poor on the half board with Dupont preparacote primer.

Rating on Slime: Excellent

Paint Specimen: No. 22

Material: Pine Wood (5cm x 15cm x 30cm, or 2in x 6in x 12in) The 15 cm (6in) side is made up of 5 laminated sections of 5 cm x 30 cm (2in x 12in) pine wood which were glued together.

Paint: Balto-glaze primer

Balto-glaze white finish

Initial Roughness: The average height is  $0.5-2.0 \mu\text{m}$  (20-80  $\mu\text{in}$ ) with peaks as high as  $3.8 \mu\text{m}$  (150  $\mu\text{in}$ ).

After 9 days: There is no slime nor paint degradation

After 14 days: There is no slime nor paint degradation but the board is coming apart because a press was not used when the glue was curing.

After 24 days: There is no slime nor paint degradation

Rating on Blisters: Excellent

Rating on Slime: Excellent

Remark: Debris in the paint contribute to the  $3.8 \mu\text{m}$  (150  $\mu\text{in}$ ) peaks in the initial roughness condition.

imen No. 23

Pine Wood (5cm x 15cm x 30cm, or 2in x 6in x 12in). The 15 cm (6in) side is made up of 6 laminated sections of (2in x 10in) pine wood which were glued together.

Seaguard green primer	}	Seaguard Epoxy System
Seaguard grey finish		
Seaguard white finish		

ughness: Not measured

ys: There is no slime nor paint degradation

ays: A small amount of slime has accumulated but there is no paint degradation. End boards came apart.

ays: There is no slime nor paint degradation.

ays: The same as after 18 days.

Blisters: Excellent

Slime: Excellent

imen No. 24

Pine Wood (5cm x 15cm x 30cm, or 2in x 6in x 12in) Not laminated.  
Sealer (2 coats)  
Devoe epoxy green primer (2 coats)  
Rustoleum epoxy white finish

ughness: The average roughness is 0.8-1.8  $\mu$ m (30-70  $\mu$ in) on all sides.

ys: There is no paint degradation but it is slightly slimy.

ays: There is no slime nor paint degradation.

ays: The same as after 11 days.

Blisters: Excellent

Slime: Excellent

Paint Specimen No. 25

Material; Pine Wood ( 5cm x 15cm x 30cm, or 2in x 6in x 10in). Not laminated

Paint: Sealer (2 coats)

Devoo epoxy green primer (3 coats)

Dupont dulux white enamel

Initial Roughness: The average height is 1.5-3.8  $\mu\text{m}$  (60-150  $\mu\text{in}$ ) with peaks as high as 6.4  $\mu\text{m}$  (250  $\mu\text{in}$ ). These peak roughness elements are due to particules in the paint.

After 5 days: It is slightly slimy but there are no blisters.

After 11 days: The condition is about the same as after 5 days.

After 21 days: There is a small amount of slime. The roughness height of small blisters is about 2.5-6.4  $\mu\text{m}$  (100-250  $\mu\text{in}$ ) and in smooth areas it is about 1.0-2.0  $\mu\text{m}$  (40-80  $\mu\text{in}$ ).

Rating on Blisters: Good

Rating on Slime: Fair

### **DTNSRDC ISSUES THREE TYPES OF REPORTS**

- 1. DTNSRDC REPORTS, A FORMAL SERIES, CONTAIN INFORMATION OF PERMANENT TECHNICAL VALUE. THEY CARRY A CONSECUTIVE NUMERICAL IDENTIFICATION REGARDLESS OF THEIR CLASSIFICATION OR THE ORIGINATING DEPARTMENT.**
- 2. DEPARTMENTAL REPORTS, A SEMIFORMAL SERIES, CONTAIN INFORMATION OF A PRELIMINARY, TEMPORARY, OR PROPRIETARY NATURE OR OF LIMITED INTEREST OR SIGNIFICANCE. THEY CARRY A DEPARTMENTAL ALPHANUMERICAL IDENTIFICATION.**
- 3. TECHNICAL MEMORANDA, AN INFORMAL SERIES, CONTAIN TECHNICAL DOCUMENTATION OF LIMITED USE AND INTEREST. THEY ARE PRIMARILY WORKING PAPERS INTENDED FOR INTERNAL USE. THEY CARRY AN IDENTIFYING NUMBER WHICH INDICATES THEIR TYPE AND THE NUMERICAL CODE OF THE ORIGINATING DEPARTMENT. ANY DISTRIBUTION OUTSIDE DTNSRDC MUST BE APPROVED BY THE HEAD OF THE ORIGINATING DEPARTMENT ON A CASE-BY-CASE BASIS.**

END

FILMED

4-83

DTIC